

All About Bikes

MAGAZINE

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**4-WHEEL
PARADISE**

OUR ATV ADVENTURE IN KENTUCKY

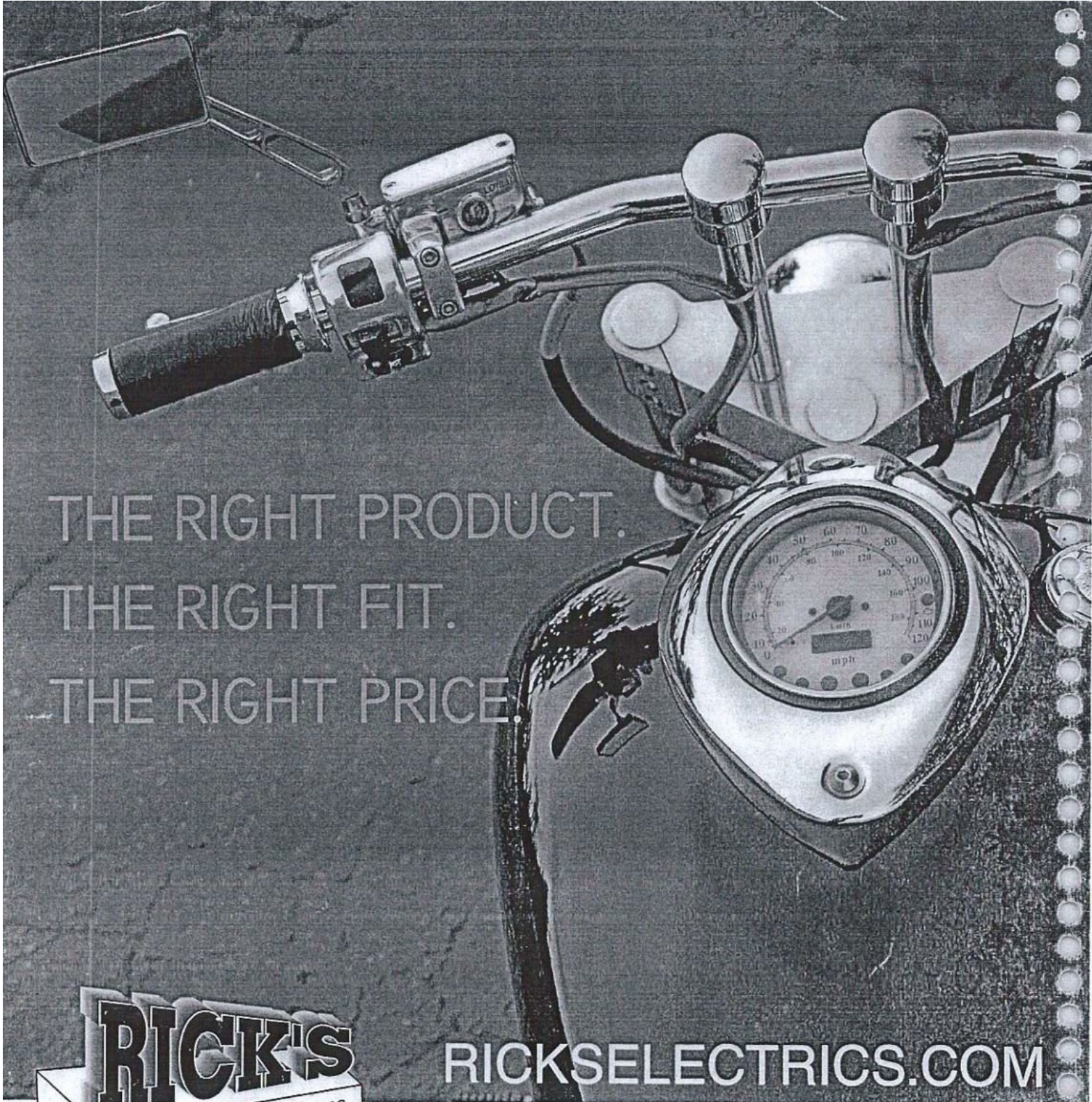
Volume 2, Issue 7



Cafe Racers

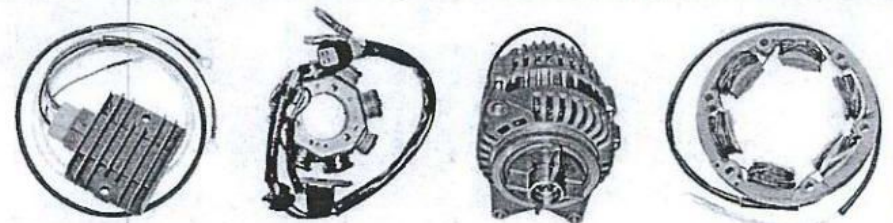
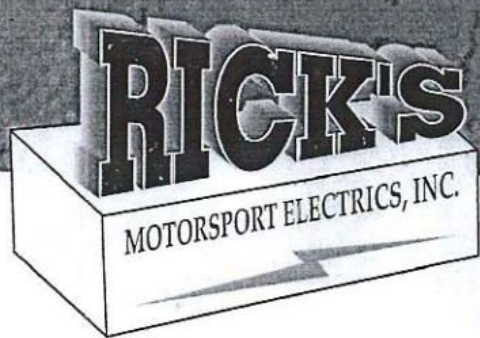


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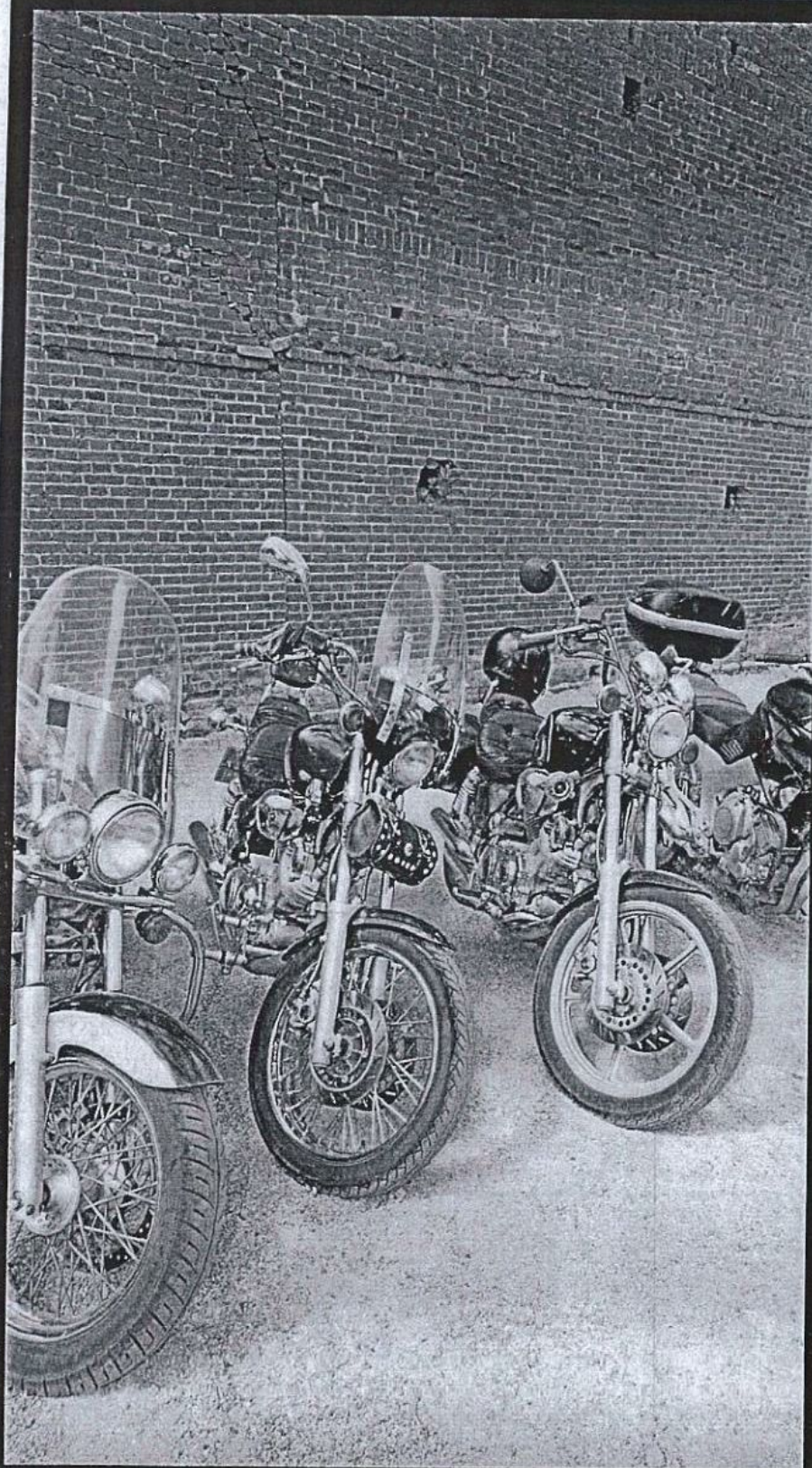
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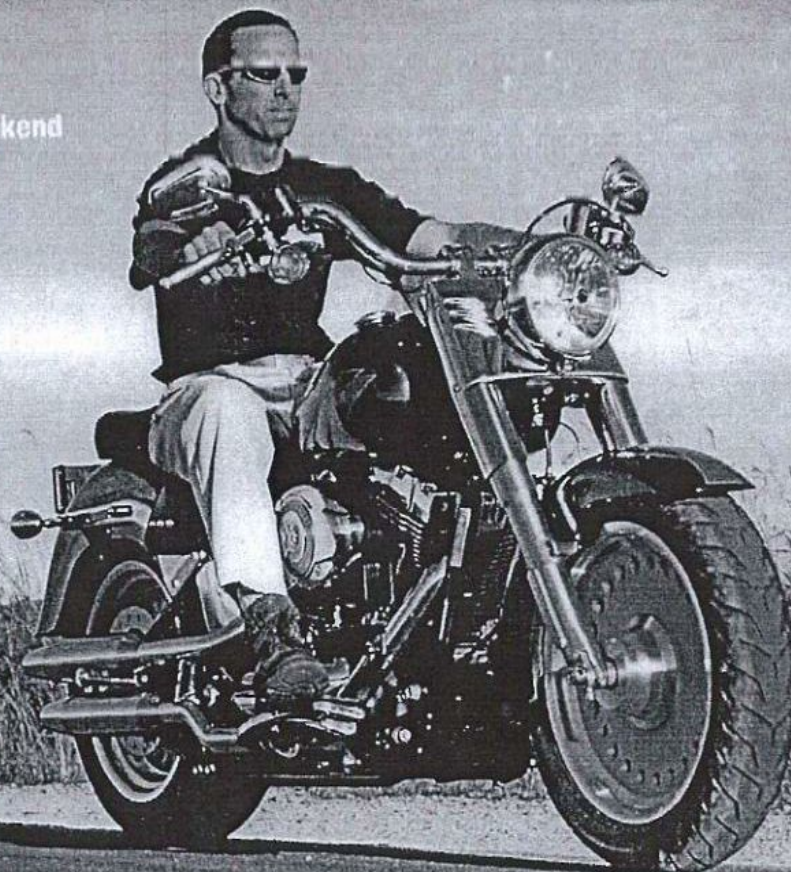
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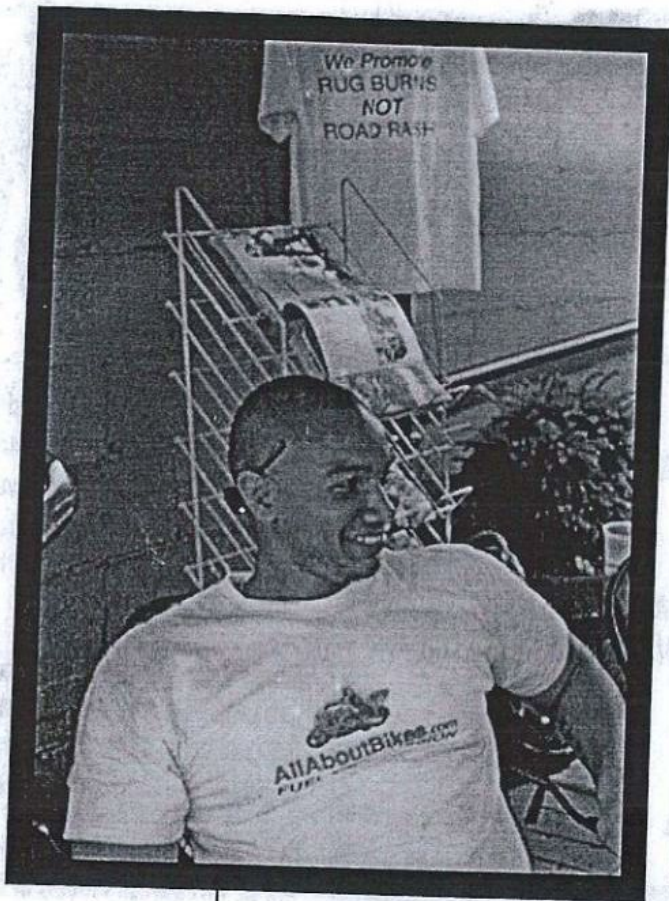
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ARRIVE IN PINK



Letter from the Editor



On the heels of an exciting trip to Moto GP in Laguna Seca, I have to say that I had a great time, and I'm inspired and excited to get back on the track. It's great to see such support for racing in the states, at least at Laguna. Usually you can't give away tickets to a motorcycle race, but fortunately there was standing room only. It's a shame that the American circuits aren't safe enough to host more Moto GP races, but I'll take a couple times per year.

It's really amazing that Valentino Rossi came in third place with a broken leg and bum shoulder. What's even more impressive than his record is his personality. For someone that has seen such success in the sport, he's incredibly down to earth. Now I know that you always hear people say that about celebrities, "They're so normal", but Rossi is the consummate pro, and truly love his fans. I've never seen him brush someone off, or stick his nose in the air at some little kid that wants a picture or autograph.

For a guy that's arguably the most popular racer ever, he's got a heart, sense of humor, and true gratitude for doing what he loves. Needless to say, but that's a breath of fresh air in a world of narcissistic celebrities and athletes.

With that said, I'm heading to the track to rip it up. Good times at AAB Magazine.

Rodney Burrell

Executive Editor

Another Exclusive Look At The Tron Motorcycle

Written by Taryn Kukucka



When you think of badass bikers you can't really picture them at a comic book convention, but when a hell-on-wheels bike is involved it makes more sense.

Fans marveled at everything science fiction last weekend at this year's Comic Con in San Diego, and one thing that really caught their attention was the Tron: Legacy motorcycle.

At the beginning of July, we featured the release of the exclusive Tron bike look-alikes being sold on eBay. The sale created a lot of buzz, but nothing in comparison to the hype coming from Comic Con attendees. The motorcycle, with a frame that fits over and under the rider, was a big eye catcher. Congratulations to the lucky five who made the highest eBay bid...enjoy the ride.

Legendary Racer Duhamel Will Return to Laguna Seca

Written by Tim Kessel



I started really following road racing in the mid 1990s, and became a big Miguel Duhamel fan in that decade. After all, the guy is arguably the most dominant AMA road racer of all time.

Well...HE'S BACK! Most of the racing world will be (understandably) focused on Rossi's amazing return, and the duel between Lorenzo and Pedrosa. Others will be pulling for American Nicky Hayden at this weekend's Laguna Seca MotoGP races. Hey, I'm interested in those, too.

However, my eyes will be fixed most intently on the old man from Canada on a SuperBike.

The 42-year-old racing legend will return to the national stage as part of the AMA Pro National Guard SuperBike field. He will be riding the Moto Forza NovaTac Racing Ducati. In the years in which he won multiple AMA championships, he did most of his magic on a Honda.

From 1991 - 2005, Duhamel won championships in AMA SuperSport, AMA SuperBike, and Formula Xtreme. He also won the Daytona 200 five times in that span. Laguna Seca will be Duhamel's first active race weekend since the 2009 Daytona 200 over 16 months ago. Duhamel will be racing against guys who were in diapers when he was winning championships. Good luck old man!

Rossi Inspires with a Podium Finish

Written by Rodney Burrell

Valentino Rossi continued his amazing comeback in Moto GP with a third place finish at Laguna Seca, California this past weekend. Rossi, who is still recovering from a broken leg, made a great run to earn a spot on the podium. Not only is he fighting the leg, but also a banged up shoulder from an earlier injury.



As usual, Rossi interacted with fans, took pictures, and chatted with the media all while on his crutches. Currently Rossi is 5th in the overall points standing with his next race at the Czech Republic on August 15th.

Harley Davidson Introduces 3 New Models for 2011

Written by Rodney Burrell

Our boys at H-D announced that there will be three fresh models in 2011,

bringing new life to the largest motorcycle manufacturer in the US. The Superlow, XR1200X, and RoadGlide will hit showroom floors later this



year with innovative design, new upgrade packages, and that oh so noticeable Harley growl. The Superlow will get new wheels and tires, amongst some revised design, The Road Glide will always be at the pinnacle of touring luxury with Harmon/Kardon audio, luggage carrier, ABS, and vented fairings. The XR1200X (Sportster) has adjustable suspension, floating front brake rotors, and the traditional 1200cc Evolution engine.

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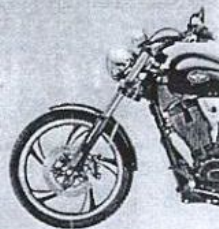
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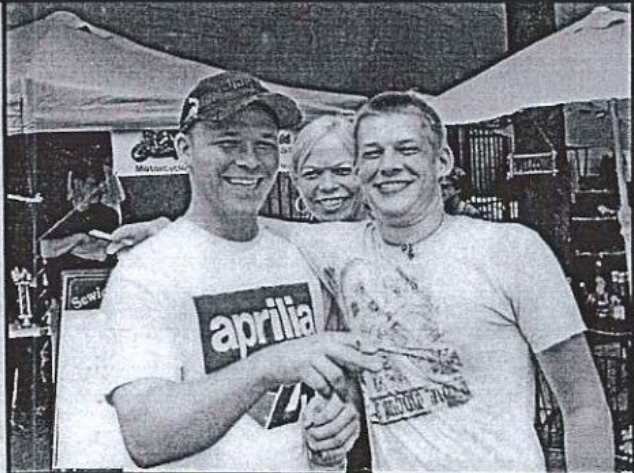
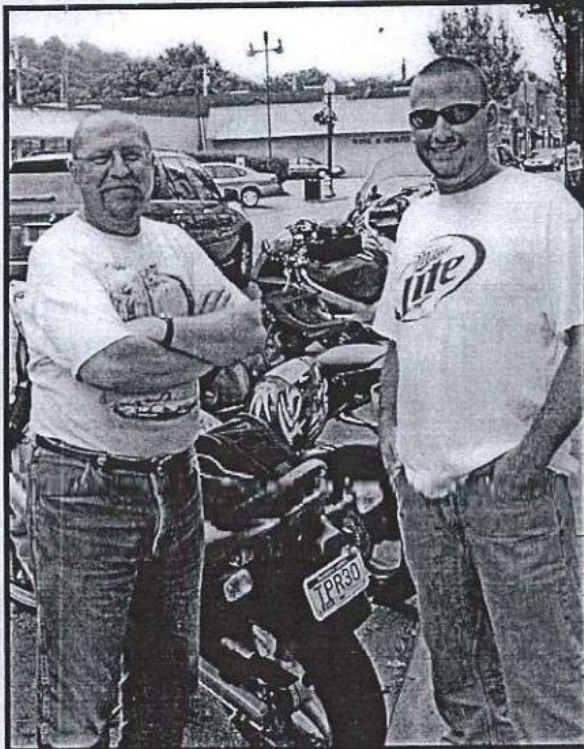
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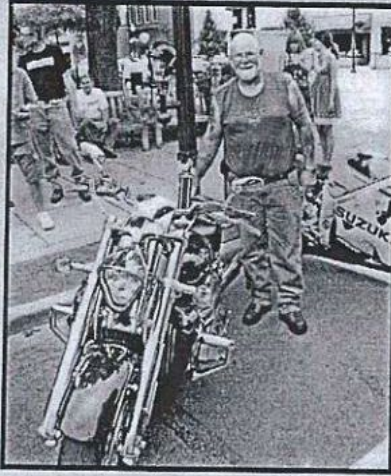
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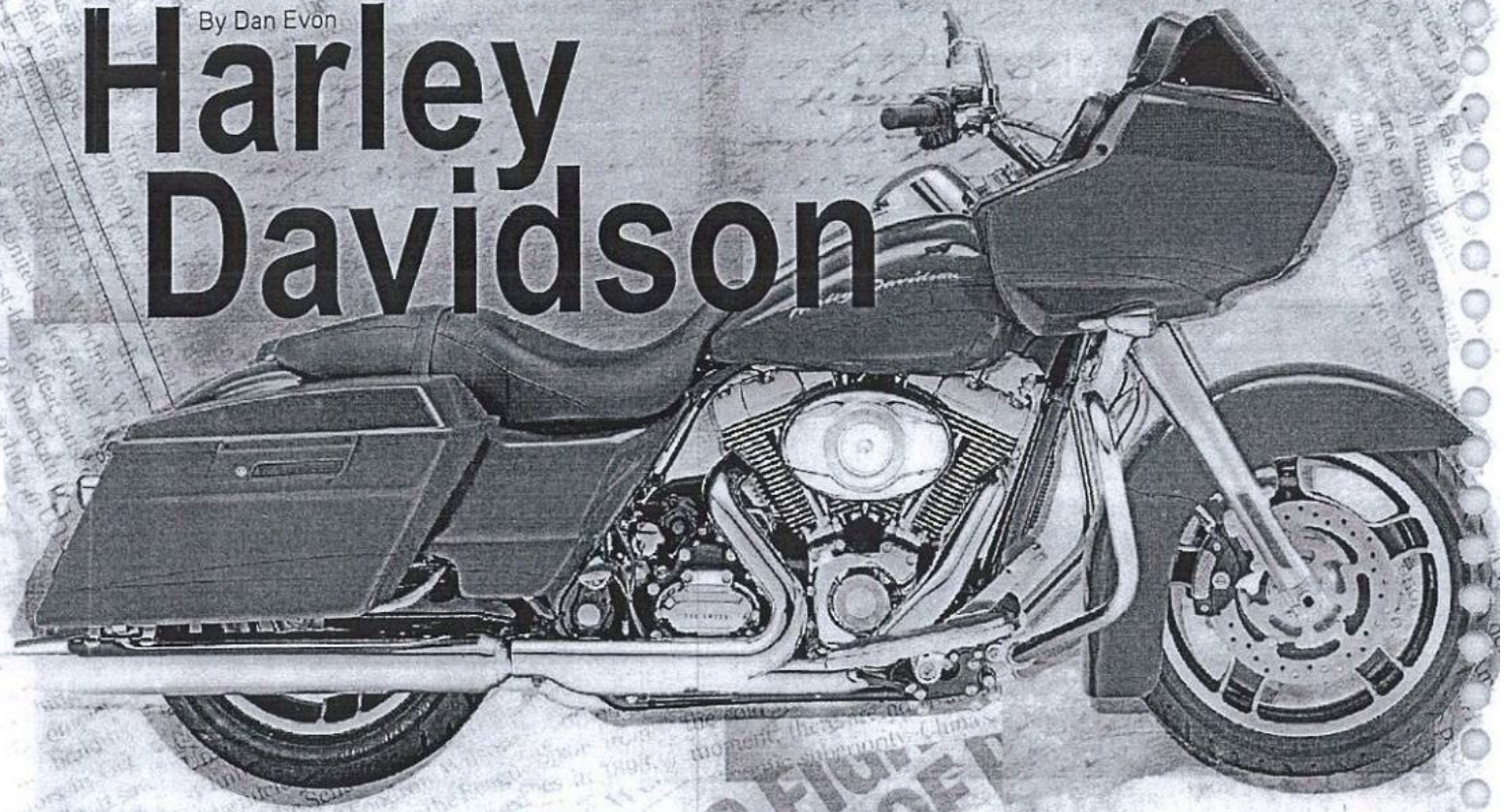


Third Place- BJ Sueterlitsch
(Aprilia RSV 1000 R)



By Dan Evon

Harley Davidson



Road Glide Custom FLTRX

Harley Davidson's new Road Glide Custom FLTRX is a bike made for the long haul, but the Road Glide Custom doesn't have the heavy, bogged down look that comes standard with other touring bikes. The Road Glide custom looks sleek, lean, and agile.

Weighing in at about 800 lbs, the new FLTRX is 100 lbs lighter than most of Harley's other touring type bikes, like the Electra Glide. With its aerodynamic fairing, the bike remains nimble under just about any load. The fairing is frame-mounted, which keeps the steering from getting sluggish, and holds a cockpit style instrument display behind the dual headlamps. Silver faced gauges, two glove boxes, dual speakers with CD and MP3 player, and an ambient air temperature gauge, the Road Glide Custom offers as much comfort as it does style.

The lowered rear suspension gives the bike a mean look that hugs the highway, which is enhanced by the LED lights on the tail of the motorcycle. The tail lights incorporate both stopping and turning functions, and are connected by a chrome bracket that shelters the low mounted license plate.

Storage on the FLTRX comes in the form of two injection molded saddlebags with 30 cubic inches of space. The gap between the bags and the fender is filled with inserts, giving the Road Glide custom a solid look from behind. The bags sit above the 2-into-1 exhaust system that runs into the four inch diameter chrome muffler.

The 6 speed transmission is driven by a 96 V-twin engine, that gets 50 + mpg on the highway. With the standard 6 gallon tank, the new Road Glide Custom has a solid 300 miles in it between fill ups. And just to make sure that you don't tire out before the bike does, Harley has put in a custom bucket seat with a perforated insert that will keep you comfortable in the saddle for hours.

The new Road Glide Custom FLTRX is a bike built for comfort, stability, and distance. It just so happens that it is also capable of carving mountain roads. Harley Davidson has cut the fat from the modern tourer, and created a bike that is equally agile as it is stable. The Road Glide Custom FLTRX allows you to cross the country without sacrificing the twisty roads.

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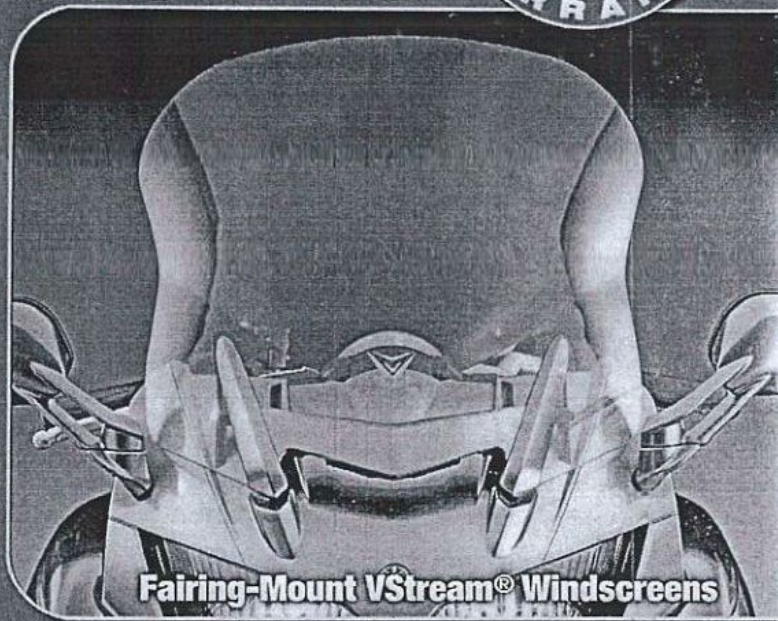


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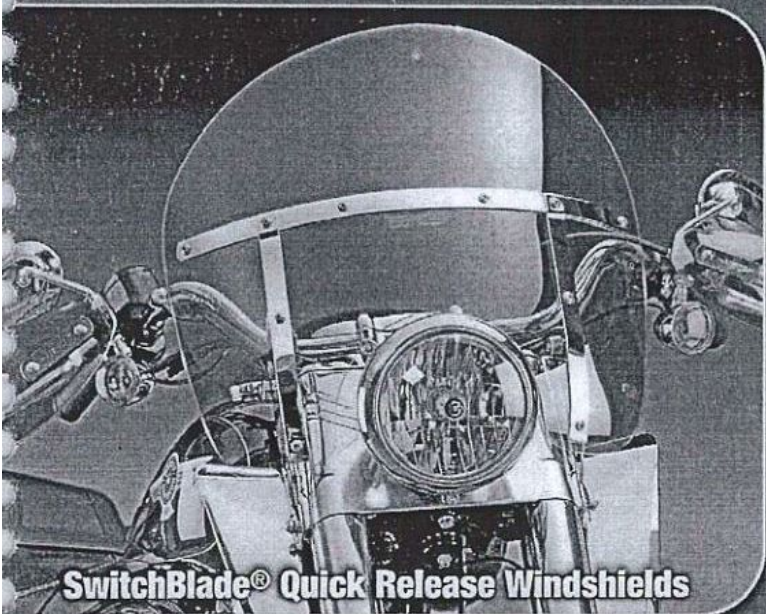
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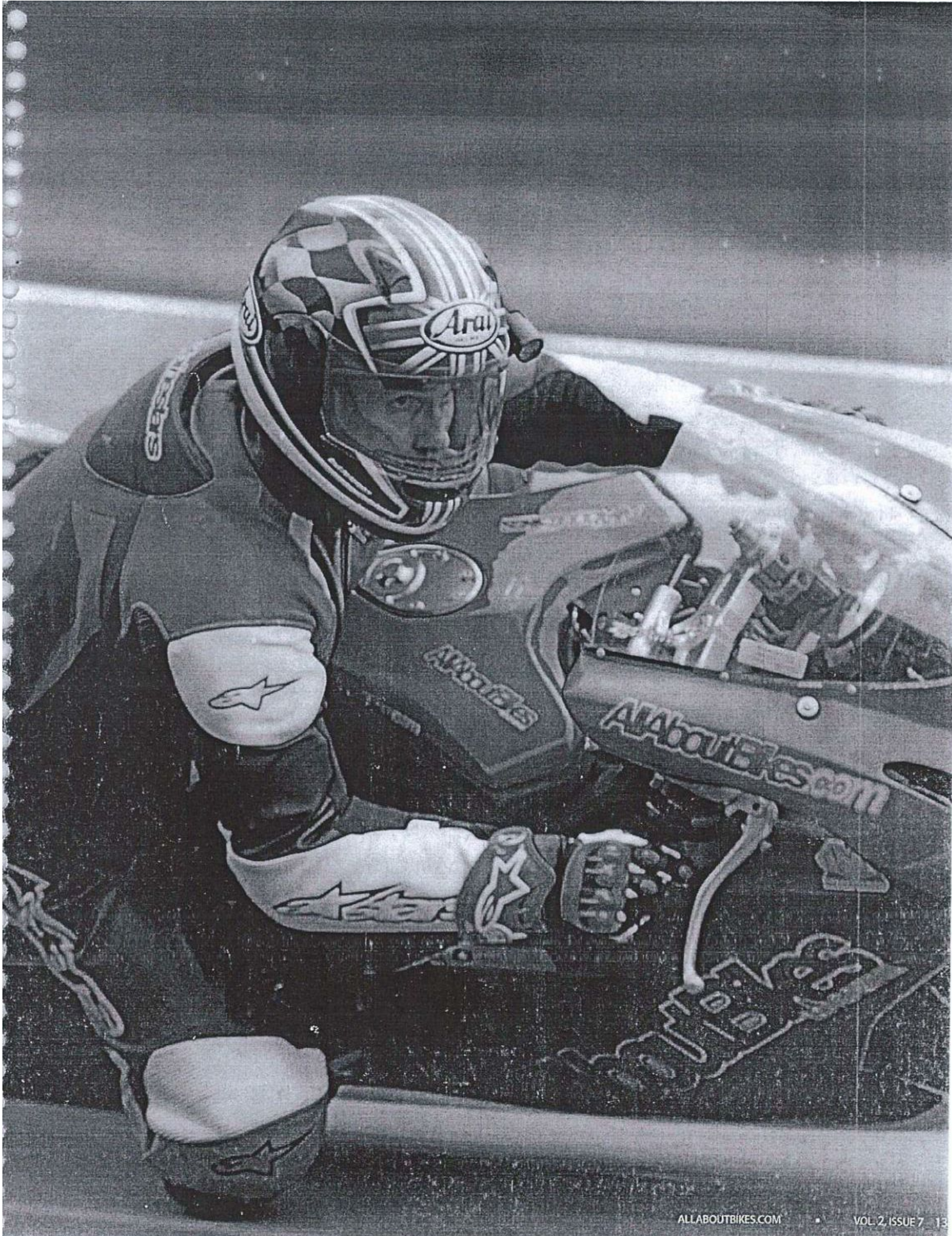
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THE DUCATI T9 EARNS PODIUM SPOT AT FIRST RACE By Julian Taylor

3-2-1... The flag drops and it's every racer for themselves. Full throttle, front wheel trying to lift, I short shift into second and I push through traffic as I shift up to third and barrel into turn 1. Everyone makes it into the first corner, but two riders don't make a clean exit and end up on the grass riding through puddles of water from the previous night's rain.

Taking the plunge and competing in an actual race versus track days is an invigorating experience. The adrenalin at the start keeps driving through your veins for all 32 laps. Today I raced in the mini-endurance 40 minute at Nelson Ledges in Ohio for the Moto Series Championship.





AllAboutBikes Magazine's Executive Editor, Rodney Burrell, serves as pit crew for Julian Taylor, as he prepares for practice laps. Taylor, who is CEO of the company, also instructs track days.



I felt every bump, every little slip the back wheel has while coming out of the corners; that's what makes racing so different to track days. You are always trying to keep on the edge without pushing it too far.

This was actually the first race I had done on the Ducati T9. The Avon VP2 Xtreme tires held up perfectly with only a couple of back wheel step out's coming out of turn 4. The full race body kit from Hotbodies saved loads of weight and the wrap body work from Powersports Wrap (www.powersportswraps.com) was very visible out on the track. We also put on a new Zero Gravity Corsa Series screen that enabled perfect vision un-distorted every time I was tucked behind it down the back straight at 160mph.

To be a racer, fear can't have a place; the mind has to be focused on you and your machine. You imagine the start, visualize the first corner and just let it rip. Everyone is out for the same thing when you're racing. You know the pace will be high, but you also have the added challenge of getting around people or they have the added challenge of getting around you.

Coming into a corner from a straightway and leaving your braking a split second later than the person you're trying to get around is always the name of the game. Making it through the corner and



keeping your line so that your exit speed doesn't suffer and you lose the place you just stole has to be your goal.

The normal track day session is around 20 minutes, so fitness when racing is very important. A Mini Endurance is 40 minutes so basically double

what your body is use to on a normal track day outing. Making sure your leg muscles can hold you up on the pegs for 32 laps has to be a focus when training. Cycling, running, and general leg work is essential if you want to win.

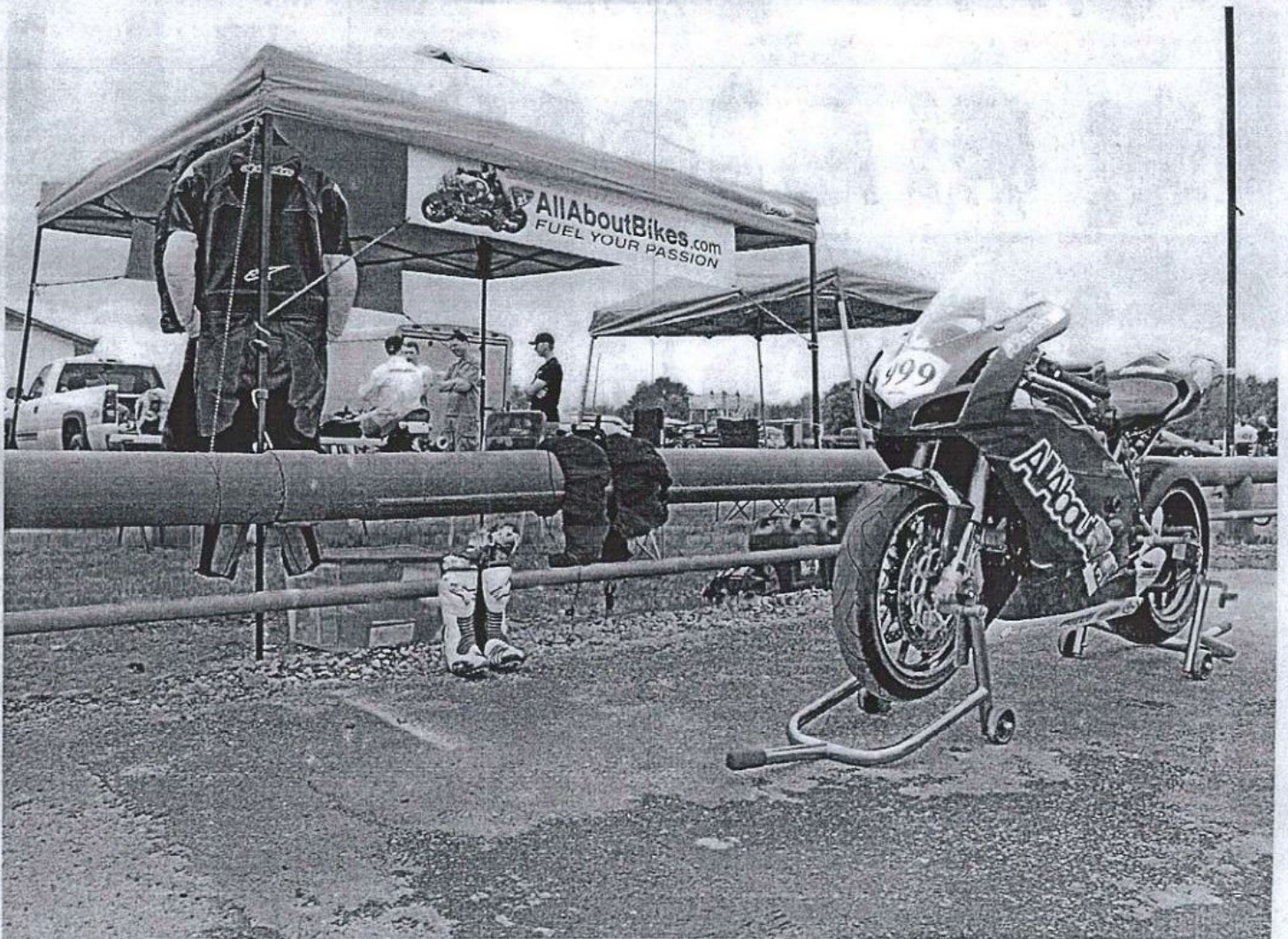
The half way point is always somewhere racers start suffering, and the guys that do the Iron Butt which is three hours on their own all need medals in my eyes. They get to stop and refuel with a short break and back in the saddle again for three full hours. The fitness level for an iron butt is intense. At the end of the first race with this new project bike we were able to pull off a 3rd place. A trophy on our first outing was no small achievement, now we need to focus on getting a few more places on the next race.

My great buddy Sean Steward from Shopzilla Cycle motorcycle shop In Pittsburgh is fabricating the Akrapovic exhaust to fit. It needs a little tweaking to say the least, and we have a Power Commander to go along side it for the mapping. We have also



put new ContiRaceAttack Competition tires and a race suspension from Elka Suspension on for the next wave of racing in August.

Keep an eye out for more coverage as we keep pushing the machine to its limits and see if we can pull off another trophy. 🏆



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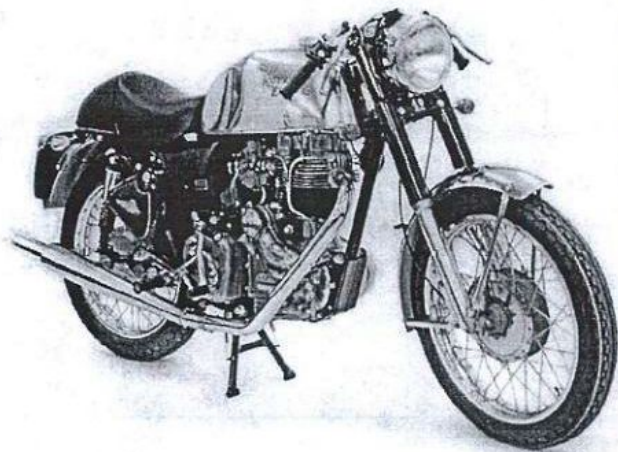
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By Dan Evon

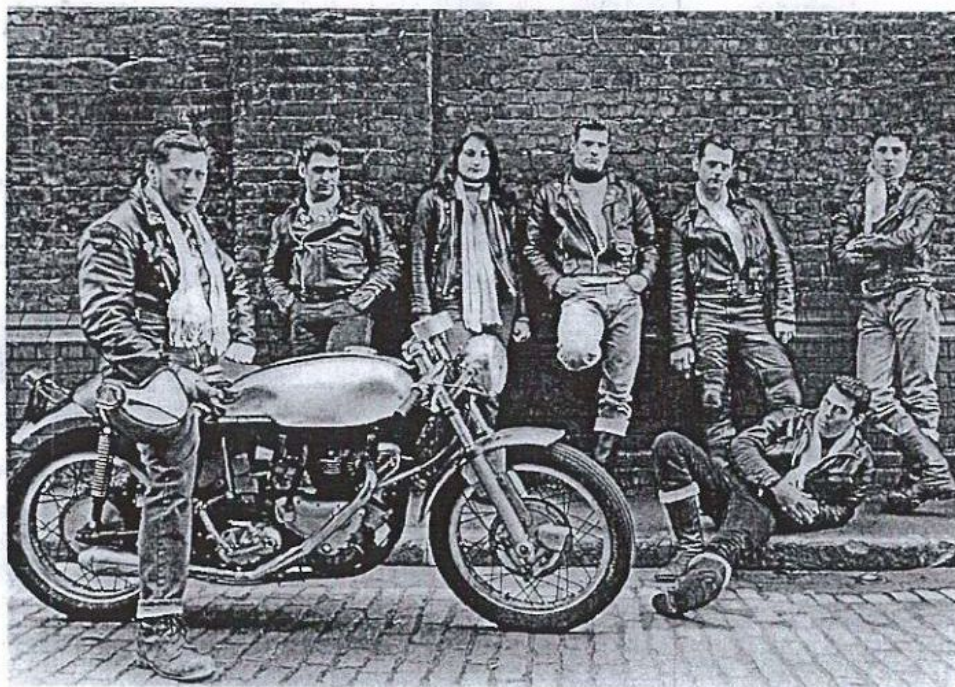
The Birth, Death, & Resurgence of Cafe Racers



The Cafe Racers was as much a motorcycle as it was rider. It was an attitude that was born with rock & roll. A rebellious freedom that shaped the 1960's counter-culture, as well as the motorcycles they rode. The Cafe Racers was about style, originality, and of course, speed.

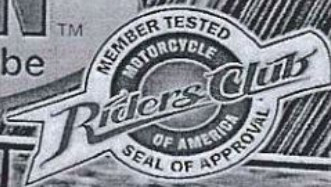
The first Cafe Racers are typically contributed to a counterculture group in Britain called the Rockers (groups were also common in Italy, Germany, and eventually The United States). You can credit the music to the Beatles, the Stones, Muddy Waters, but the Rockers created the scene, the atmosphere, the rebellious punk persona that has been emulated generation after generation.

They also created the Cafe Racers, a stock bike that was stripped down, re-engineered, and rebuilt with attitude and personal style.



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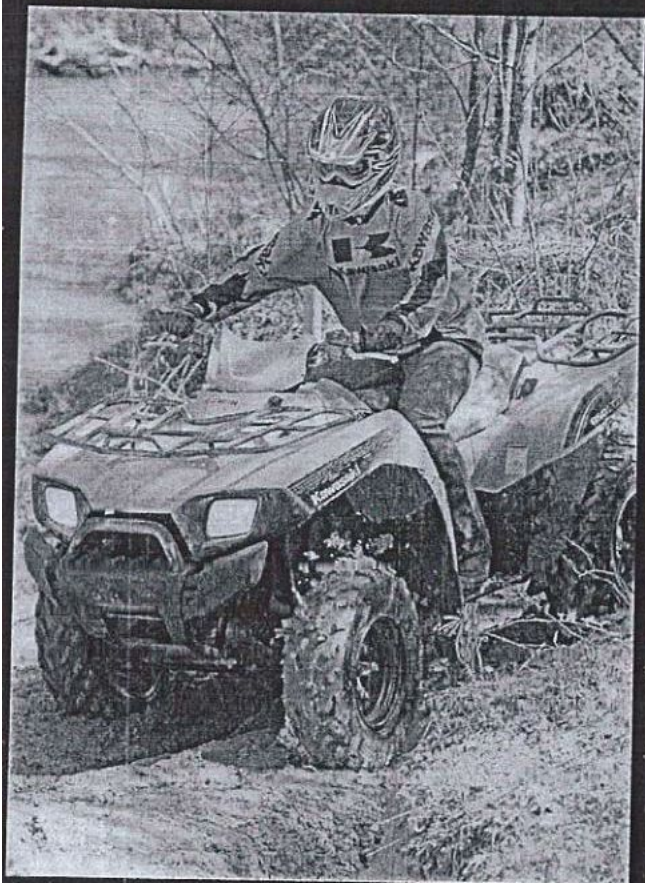
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We had an introduction to the day's itinerary, geared up and were told to choose our machines. Kawasaki brought along plenty of four-wheeled vehicles for us to play on, including their newest UTV's; the Mule 4010 Trans4x4 Diesel, the Mule 610 4x4 XC and the Teryx 750FI 4x4 Sport and two ATV's; the Brute Force 650 and Brute Force 750. I had a quick lesson on the workings of a four wheeler since I had never ridden before. I chose the Kawasaki Brute Force 650 for the morning ride, mounted up and got in line a few vehicles back from Bill Reed who was leading our ride.

Now I'm used to being either the only or one of the few women in a man's world, since most of my life has been spent in male

dominated fields, so I do not like to be the 'slow girl in the back'. Once we began moving, I kept up with the rider in front of me despite the trepidation I felt on this new ride. I would most likely wreck before accepting that I couldn't keep up, so I found and developed my skills quickly, probably within 10 minutes.

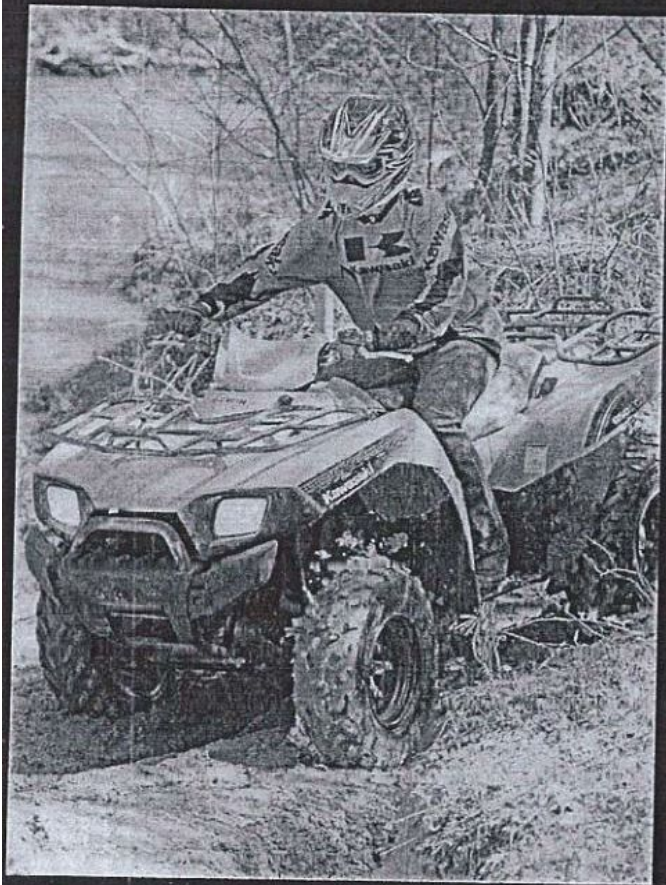
As we crossed the wide open area leading from the lodge and entered the trails, I quickly experienced a level of fear induced adrenaline that I hadn't experienced in a long time. Still not willing to give in to lack of knowledge or courage, I continued pressing my thumb against the throttle staying directly behind the rider in front of me. There was no way I was going to be the slow one that held everyone else back. (You know that rider—the one that wants to be in the front but shouldn't be and ends up with a mile stretch of distance in front of him and a lot of frustrated riders behind).

I flew through the trails, with my eyes almost closed and my heart racing, flying through deep ditches that I was sure I would not be able to clear at that speed and over rocks and logs that I thought would send the Brute

Force and myself careening over the hill. Each time I faced a new obstacle, which happened to be coming at a high rate of speed, I held my breath, waiting to lose control, yet crossed over each one with ease. Within the first 15 minutes, I gained confidence in the abilities of the Brute Force 650. I was not only completely amazed at what these machines could do, I was absolutely hooked!

Part way through the day, I traded another rider for his Brute Force 750 and spent the remainder of the day on that. The Mule I drove at the very end of the day was fun, but I didn't get the full experience racing through the trails or up and down steep hills. Everyone kept assuring me that they could be just as much fun, or more, than the ATV's, but I didn't trade in time to get to experience the full thrill of the UTV.

By the end of a day of riding, trading my motorcycle in for an ATV actually crossed my mind! If you've never straddled an ATV and spent the day getting lost deep in nature, with no cars or traffic lights, I would highly recommend it. You'll be visiting a Kawasaki dealer in no time. If you are lucky enough to already know the pleasures of being an ATV/UTV owner, be sure to visit Mine-Made Paradise Adventure Park in Knott County, Kentucky. For me, it was an adrenaline rush that won't soon be forgotten and something I can't wait to experience again. 🏍️



We had an introduction to the day's itinerary, geared up and were told to choose our machines. Kawasaki brought along plenty of four-wheeled vehicles for us to play on, including their newest UTV's; the Mule 4010 Trans4x4 Diesel, the Mule 610 4x4 XC and the Teryx 750FI 4x4 Sport and two ATV's; the Brute Force 650 and Brute Force 750. I had a quick lesson on the workings of a four wheeler since I had never ridden before. I chose the Kawasaki Brute Force 650 for the morning ride, mounted up and got in line a few vehicles back from Bill Reed who was leading our ride.

Now I'm used to being either the only or one of the few women in a man's world, since most of my life has been spent in male

dominated fields, so I do not like to be the 'slow girl in the back'. Once we began moving, I kept up with the rider in front of me despite the trepidation I felt on this new ride. I would most likely wreck before accepting that I couldn't keep up, so I found and developed my skills quickly, probably within 10 minutes.

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MARKEL

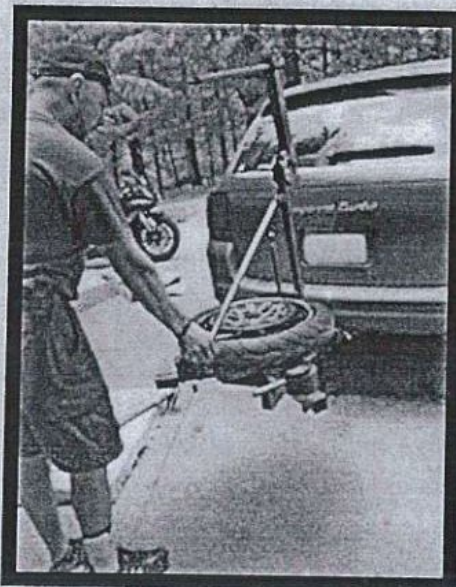


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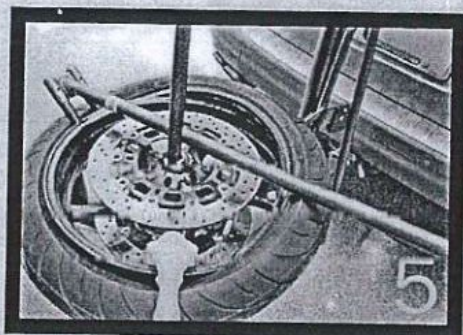


mance tool like this would easily pay for itself in no time.

For our in-house Yamaha R6, we installed a set of the new Shinko Apex Radial tires. I have to say, they weren't as easy as the Avon's. Even though the installation of the tire was much tougher, the No-Mar was not at fault. These new tires had a steel radial belt in the wall of the tires which made them very tough to get over the rim, and it took two of us to get the final half inch of the tire onto the rim.

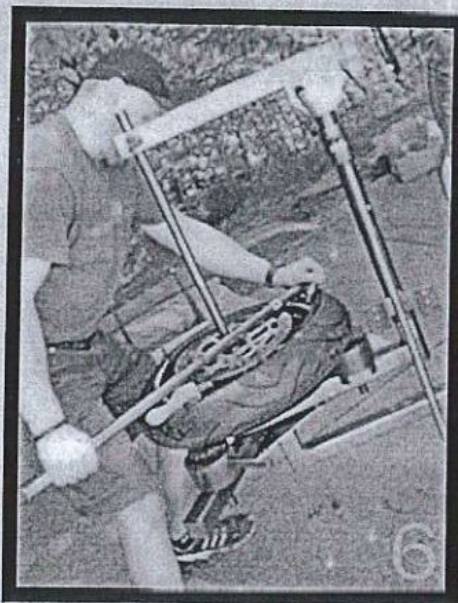
can be putting a tire on without hydraulic help; there is a huge difference in the installation process depending on the tire.

We also balanced both tires with the No-Mar manual balancer, using the larger cone for the larger back wheel. The cone holds in place as you spin the wheel to find where the weight should be placed on the heaviest point of the wheel. The No-Mar and the Classic Model Ultimate Package supply you with enough weight to last a considerable amount of changes, again another huge time saver. (Pic 8 & 10)



One thing we did learn is that No-Mar supplies you with all of the tools to get the job done, even a tough one like this set. We had to use every tool supplied, including the hand grips, to install the Shinko tires and wedges to slowly move the tire across the rim. Physical strength, grease, and soap were applied in abundance in comparison to the last set.

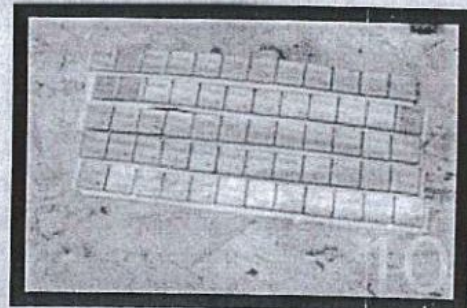
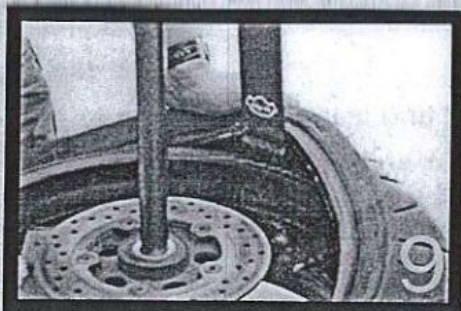
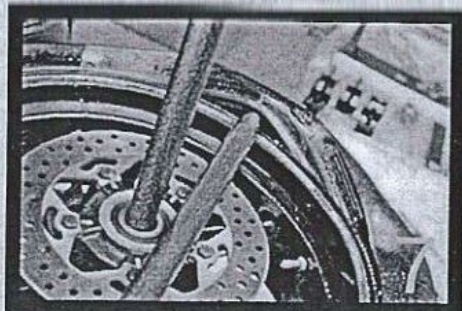
All in all, I would say the first experience of using this changer was very effective and user-friendly. It was relatively easy on the softer tires and did not scratch the wheels. Just make sure you have a compressor on hand to fill them up, and that you are prepared to use brute strength if your tires are of a harder compound or have steel radial walls. The Classic Model Ultimate Package costs around \$795.00 so if you intend on changing all of your tires in a race season, you could cover your cost quite efficiently. (Pic 9)



It was with the Shinko Apex Radial that we saw how difficult it



We will keep you updated as we go through the season using the tire changer to see how it fares to the wear and tear of track life.



By Tim Kessel

RACE DAY TIPS



We've got a number of racers on staff here at AAB who can tell you all about the stuff that takes place on the winding tarmac. I'm not one of them. I am just a guy who loves motorcycles and has been going to races for a couple of decades.

There are a multitude of great races to attend in all regions of this fine country. So after going to years of races, here is a fan's perspective on how to get the most out of a race weekend.

PICKING A TICKET PACKAGE

You typically have a plethora of choices when doing your pre-race ticket shopping. First, you need to decide if you will spring for the full weekend of racing, or focus your viewing efforts on just the final day. To some extent this is a matter of distance. If the race happens to be semi-local for you, maybe you'll just focus on the main race day. However, if you are traveling to a distant race venue, you might as well extend your viewing to the whole weekend.

You also need to think about the cost and feature level of the ticket package. Typically, you have the option of general admission, reserved seating, or a premium race package. I have opted for each of these choices. For something like an AMA Dirt Track event, I typically choose a general admission

ticket. For a race like this, I like to do a lot of wandering since they are typically not as densely attended as many road races. I also choose this option for motocross if I know I can get near a jump or woops section.

For a race like a National level road race, I usually like to insure a good view with reserved seating from an elevated vantage point. If the reserved seating is elevated, you can typically get a good view of most of the track.

I am usually a penny pincher; however, I often splurge on the premium ticket packages at the biggest races like MotoGP. These packages can run several hundred dollars for the weekend. For that cash outlay, you get covered and elevated seating at a prime spot (like turn 3 at Laguna Seca). You also get closed circuit TV, so you can keep track of the full race. Another huge bonus is that the premium packages typically include food and drinks with the price. Really, when you add it all up, this can be a really good deal.

No matter what package you pick, you should seriously consider getting a pit pass. For me, walking through the pits is always a highlight. Also, don't forget to purchase a parking pass.



HOW WAS YOUR WEEKEND?



CORTECH | SPORT SERIES 2

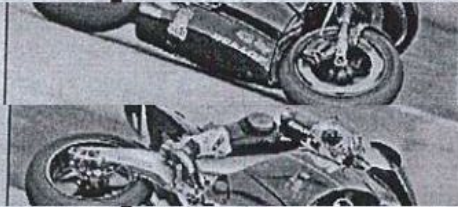
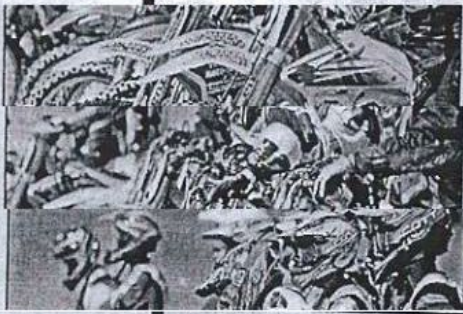
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from which to view a race, so don't grow roots in one spot.

... of a live race is unbeatable. Plan well and enjoy the races! on TV. However, the sights, smells, and sounds - the total experience of a live race may get the most complete race perspective watching ... entertaining.

Yes, it's probably true that you the post-race interviews take place after the finish. They are often very entertaining.

before a big event, and make your reservations early.

and available lodging fills up early. Start your search months before a big event takes early planning. Hotel prices skyrocket during an event like a MotoGP race for camping is not convenient. However, finding lodging at a big event takes early planning. If you ride to the races (often over a thousand miles), so packing

There are many great spots for watching the high speed sweepers. This is where you see spectacular passing. I love all of the perspectives at a road race, but I most often gravitate to the high speed turns, get yourself to the track's version of the chicanes. (usually the start / finish straight). If you are a fan of spectrum of choices. If you love triple-digit speeds, find your way to the big straight

5. Make your way to where the bikes register. For example, MotoGP bikes register over 130 db. lot of water.

4. Take earnings. For example

3. Take sunscreen and drink a lot of water. This is also a time when you may get an autograph or two from a racer. 2. Take an early pit walk. Pre-race activity by the race teams is fun to watch. This is also the day.

My buddies and I usually opt for hotel lodging. We find it a great option for getting the whole race experience.

offer camping of both the tent and RV variety. This can be a great option for getting the whole race experience. Here again you have some choices. Many tracks offer camping of both the tent and RV variety. If you are traveling long distances to the races, you need to think of a place to stay.

Road racing affords the biggest variety of perspectives. At the end of the corner. I like watching the riders' corner preparation. On a track, the turns are where it's at. My personal preference is a vantage point at the entrance of jumps, but so does everybody else. So get there early. For flat track racing

2. Take an early pit walk. Get yourself to the vendor and manufacturer area early in the day. Most of the freebies (tee shirts, key chains, caps, etc.) are given away early. So get there early.

1. Most of the freebies are given away early. So get there early. Here are some tips to help you get the best experience on

For motocross, I like the big jumps and the type of race. Here are my personal preferences

on race day varies greatly depending on personal preferences

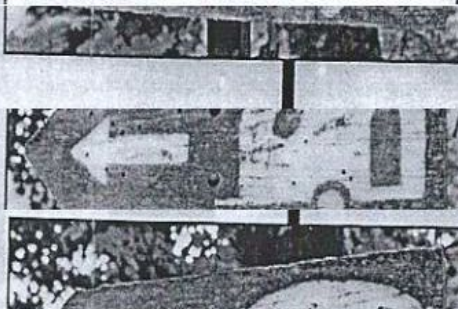
WHERE TO WATCH

Where to plant yourself

RANDOM TIPS

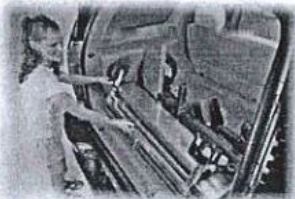
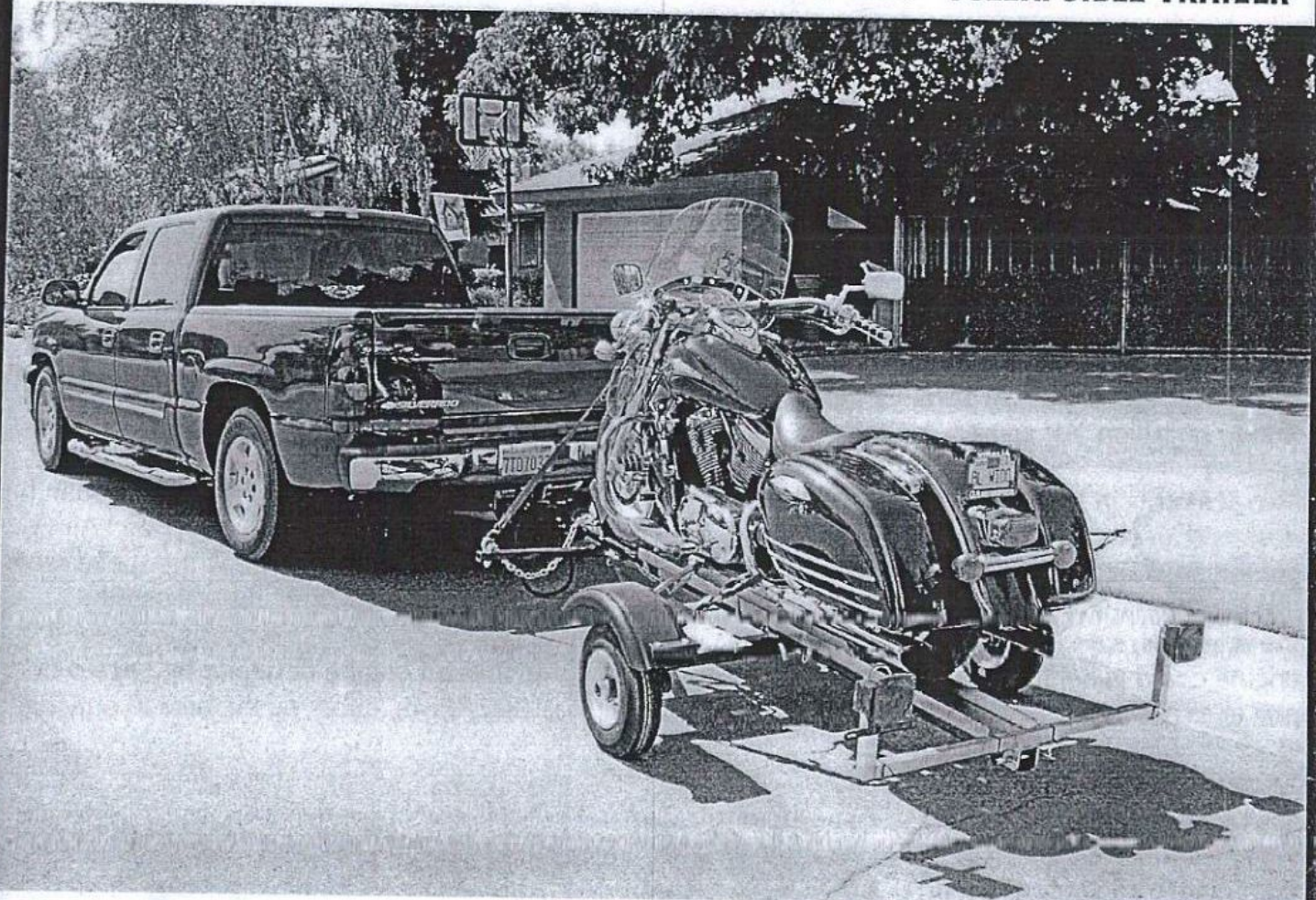


LODGING

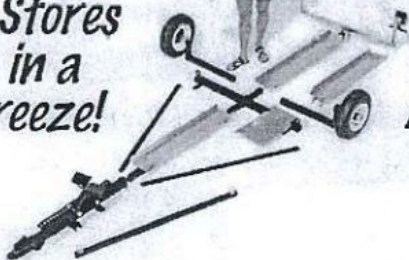


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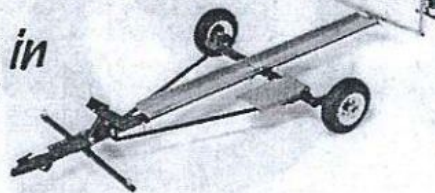
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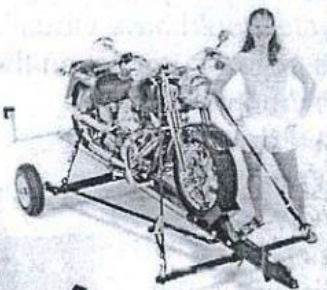
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THE FUTURE

Air Powered Motorcycles Coming Sooner Than You Think

By Dan Evon

Alternative fuels have been all the craze ever since we started burning a hole in our Ozone layer.

We've seen electric motorcycles, bio-diesel bikes, and prototypes for bikes that run on everything from wind to thunder...yes thunder. But now, a group in India says that they have a new solution to pollution: Air power.

Two scientists in India have designed an engine that uses compressed air to turn a small air turbine. Bharat Raj Singh, one of the scientists, says that his new engine could generate enough power to run a motorcycle for up to 40 minutes at a whopping 11 mph.

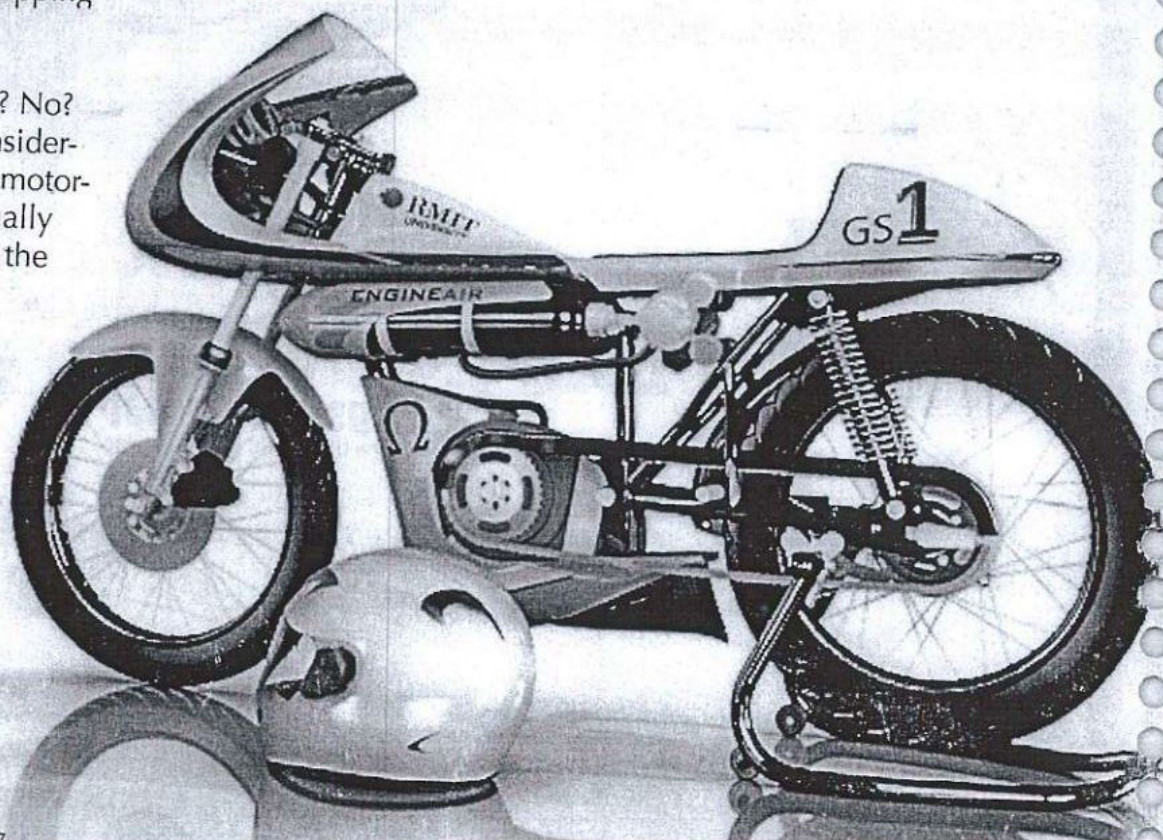
Pretty impressive right? No? Well take this into consideration. An air powered motorcycle would have virtually no negative impact on the environment, would have an endless supply of fuel, and would be as cheap as dirt, or air. But there are still a lot of hurdles in the way of an eco-friendly air powered motorcycle.

Right now, the benefits of running a bike on air are canceled out by the energy that is required to compress the air. Singh is currently working on a natural way to compress air so that running the bike wouldn't require the use of any fossil fuels. Also, storing the compressed air can be a problem. The tanks have to be extremely strong, and they have to hold enough air so that you don't run out of breath in just a few miles.

But Singh and his team are on the right track, and in a highly populated and polluted place like India, these bikes could really make a difference. Singh says that emissions could be cut by 60% if his bikes become widely used.

Singh, however, is not the only air power pioneer. Edwin Yi Yuan has designed a concept air-fueled bike named the Green Speed Air Powered Motorcycle. Yuan's bike was designed to break the speed record for an air-powered bike, which right now is at about 18 mph.

The Green Speed machine uses an engine designed by Angelo di Pietro, which revs up to 1000 RPM's, allowing the bike to only need



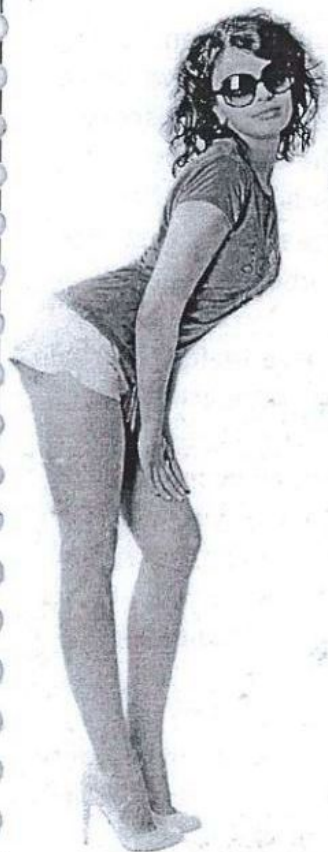
RE OF AIR



one gear. Yuan says that once the bike is mass-produced, it will use solar energy to fill the air tanks.

The Green Speed Machine and India's solution to pollution are great, but if you want to see a real Air-powered motorcycle, you have to visit Jem Stansfield, who built his bike in his garage. Yes, Stansfield has a degree in Aeronautics, and has many inventions to his name, but he still made the bike in his garage. Stansfield's bike gets 7 miles before it needs to be refilled, which according to Stansfield, takes just a few seconds. He can reach 18 mph on his bike, but still faces the problem of using electricity or other fuels to compress the air in his tanks.

It isn't likely that you will see a new air-powered Harley Sportster, or a Goldwing floating on air, but air-powered motorcycles are coming, and they will be here sooner than you think. 🏍️



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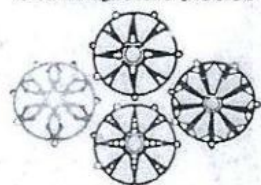
Racing Levers \$99-159.95



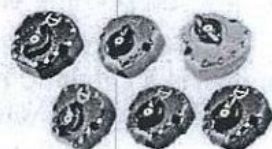
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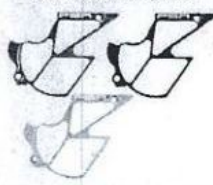
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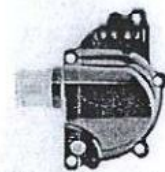
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Arrive in Pink

By Yvonne McAvoy

2010 Pink Vespa LX 50 Special Edition Scooter

If you're going to scoot, why not have this sharp, 2010 Pink Vespa LX 50 Special Edition Scooter underneath you?


The LX replaced the popular Vespa ET and brought back the expected Vespa style of generations. Practicality, comfort, and design make this little scooter a highly desirable ride. Add in the limited availability of this pink model, and you don't have a lot of time to get your hands on one before they're all sold out.

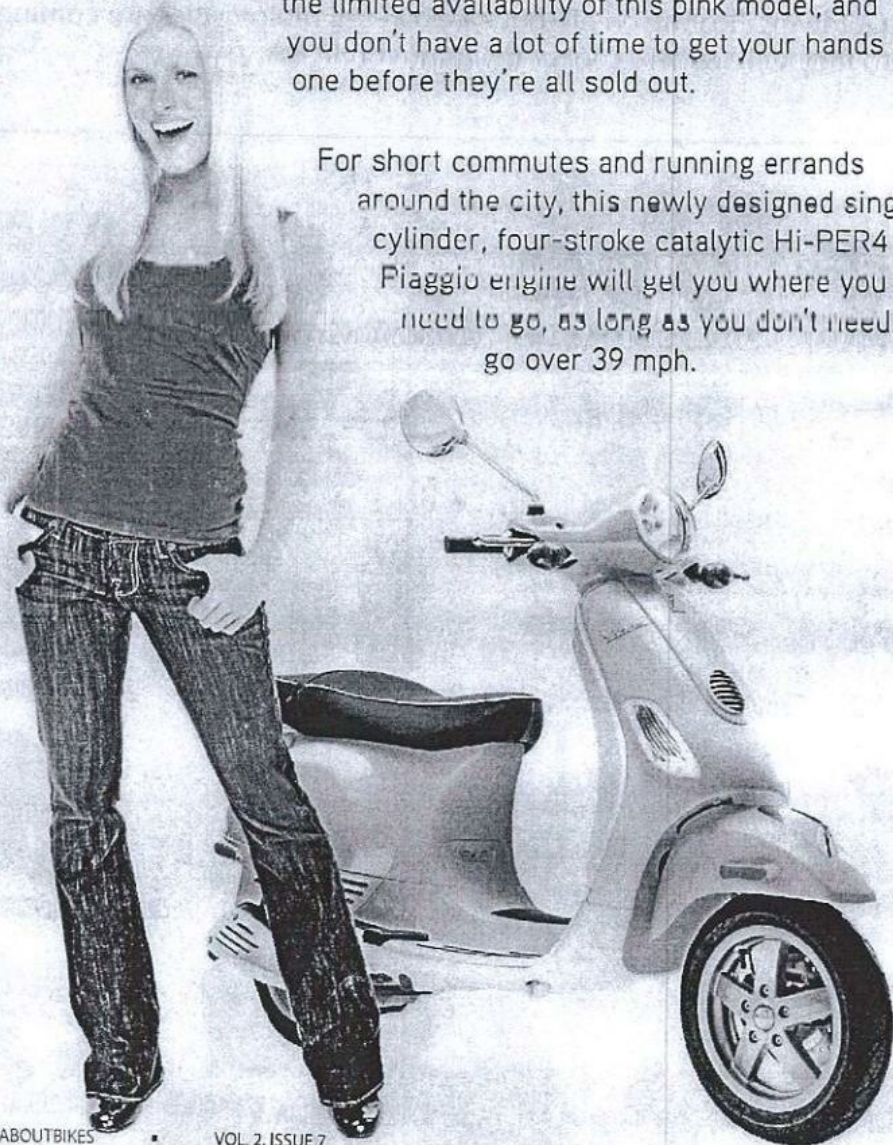
For short commutes and running errands around the city, this newly designed single cylinder, four-stroke catalytic Hi-PER4 Piaggio engine will get you where you need to go, as long as you don't need to go over 39 mph.

The dry weight of the LX 50 is 225 lbs, makes this easy to maneuver for almost any rider. Stopping power is provided by a steel disc front brake with hydraulic command and a rear drum brake with mechanical command. An electric starter is standard but also includes a kick starter as a backup.

The 10" rear and 11" front tubeless tires mounted on five spoke alloy LX wheels give it a sporty look, while the single arm with helical spring and dual effect hydraulic single shock absorber, allows for a smooth ride.

Some must-have features include a roomy glove compartment, seat for two, and under-the-seat storage. The chrome accents, such as the front fender emblem, horn cover, exhaust shield, passenger hand hold, and mirrors stand out nicely against the pink paint backdrop.

This little scooter is fun and easy to ride, just twist the throttle and you're on your way. 



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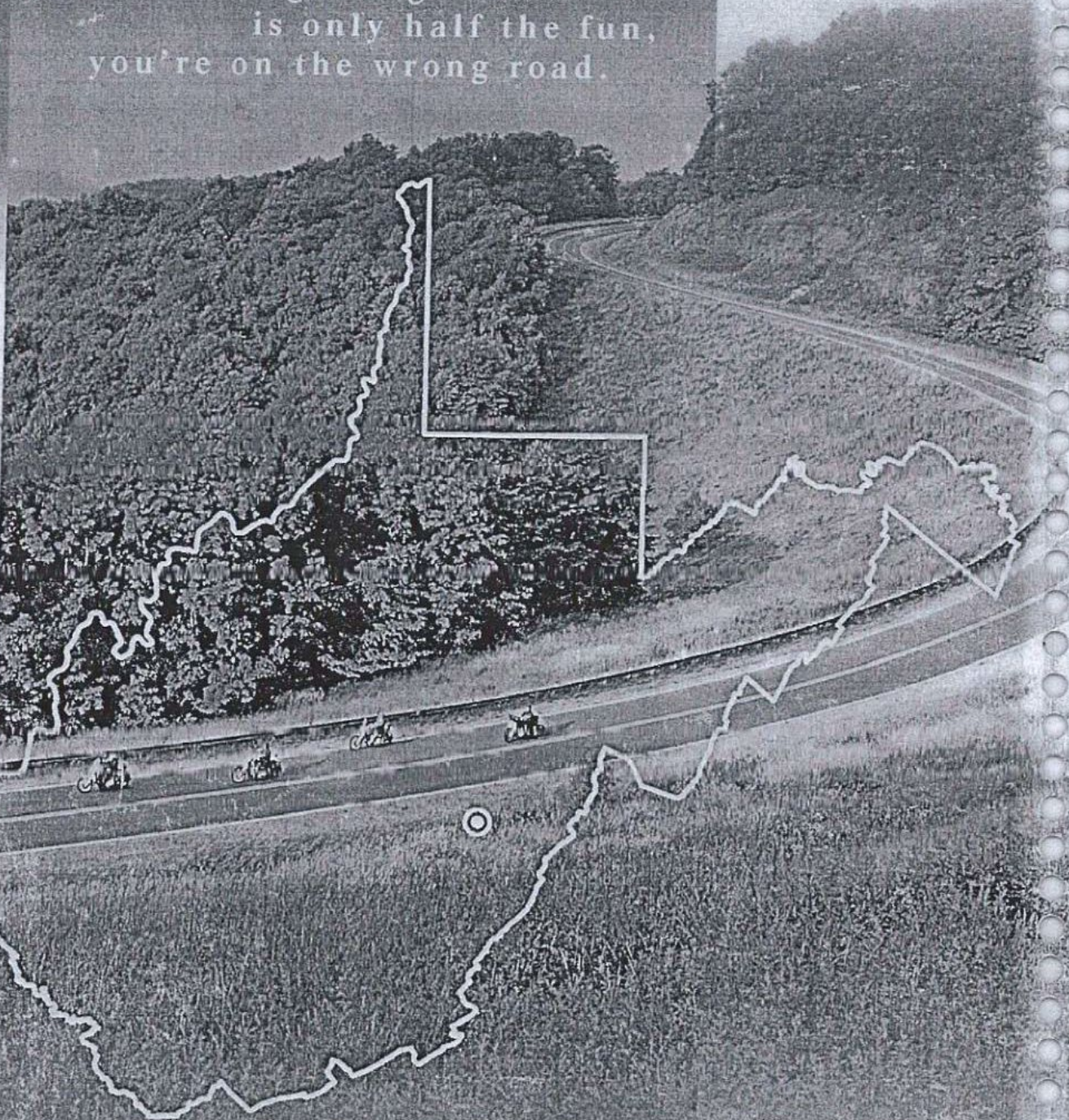
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